

Responsibility for Intercity Rail Corridors Changes Hands

State-Supported Intercity Passenger Rail Annual Passenger Rail Ridership Ridership (in millions)						
						Projected
Routes:	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2040
Capitol Corridor	1.68	1.77	1.70	1.48	1.46	3.46
Pacific Surfliner	2.75	2.66	2.69	2.67	2.80	5.04
San Joaquin	1.03	1.13	1.20	1.20	1.18	2.34
Total	5.46	5.56	5.59	5.35	5.44	10.84

The Capitol Corridor, Pacific Surfliner and San Joaquin routes – with the support of Caltrans since 1976 – provide intercity passenger rail service, operated by Amtrak, to approximately 5.4 million passengers a year, with ridership anticipated to double by 2040.

The 2040 ridership projections (see chart, above) are based on the 2013 California State Rail Plan, which plans for service improvements and expansion on all three routes as well as growth based on population increases. The 2018 plan is now being developed and will include updated implementation plans for the three intercity rail routes.

On June 29, Caltrans transferred responsibility for administering intercity passenger rail service of the San Joaquin and Pacific Surfliner corridors to the San Joaquin Joint Powers Authority (SJJPA) and the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN Agency), respectively. These agencies assume responsibility for management of the operating agreement and administration, marketing and operation and maintenance of rail and related services.

This transfer is similar to action taken in 1998, when administration of the 170-mile Capitol Corridor was transferred to the Capitol Corridor Joint Powers Authority. This JPA is a partnership among six transit agencies in eight northern California counties. It was the first non-state agency to assume responsibility and oversight for state-supported passenger rail service in California.

The Capitol Corridor offers 15 weekday round-trips between Oakland and Sacramento. One round-trip extends beyond Sacramento to Auburn, and seven round-trips extend beyond Oakland to San Jose. On weekends, there are 11 round-trips between Oakland and Sacramento, with one extension to Auburn and seven round-trips to San Jose. Ridership on the corridor averages 1.5 million annually, and is the third busiest route in the nation.

The LOSSAN Agency is now responsible for administering the Pacific Surfliner route on the 351-mile Pacific Surfliner Corridor between San Diego, Los Angeles and San Luis Obispo. There are 12 round-trips between San Diego and Los Angeles, with five trips extending to Santa Barbara and two extending further to San Luis Obispo. The Pacific Surfliner is the second-busiest intercity passenger rail corridor in the U.S., with an annual ridership of more than 2.7 million.

The SJJPA is now responsible for administering service on the San Joaquin route from Sacramento and Oakland to Bakersfield. Six round-trips operate between Oakland and Bakersfield (315 miles) and two round-trips between Sacramento and Bakersfield (282 miles). All six round-trips have dedicated bus connections between Bakersfield, Los Angeles and other points throughout Southern California. On the north end, buses at Stockton connect passengers on Oakland-bound trains to Sacramento and passengers on Sacramento-bound trains can board a bus at Stockton to Oakland, thus providing six daily arrivals and departures to both northern terminals. Additional connecting buses provide feeder service to communities throughout the north end of the state. The San Joaquin is the fifth-busiest route in the nation, carrying more than 1.1 million riders annually.

Caltrans retains responsibility for the overall planning, coordination and budgeting of the state’s Intercity Passenger Rail Services. This includes:

- Developing budget requests for the service through the state budget process, in consultation with the Joint Powers Authorities (JPA).
- Ensuring that the three intercity passenger rail services connect to one another and to the planned high-speed rail routes.

Caltrans retains some capital improvement program functions, including the preparation of the Interregional Transportation Improvement Program. Caltrans Capital Improvement management functions varies by corridor.

Agency Adopts Performance Standards

The Intercity Passenger Rail Act of 2012 requires the California State Transportation Agency (CalSTA) to establish a set of uniform performance standards for all corridors and operators to control costs and improve efficiency of state-supported

intercity passenger rail services. Uniform Performance Standards were adopted by CalSTA on June 30, 2014. These standards were built from the following measures:

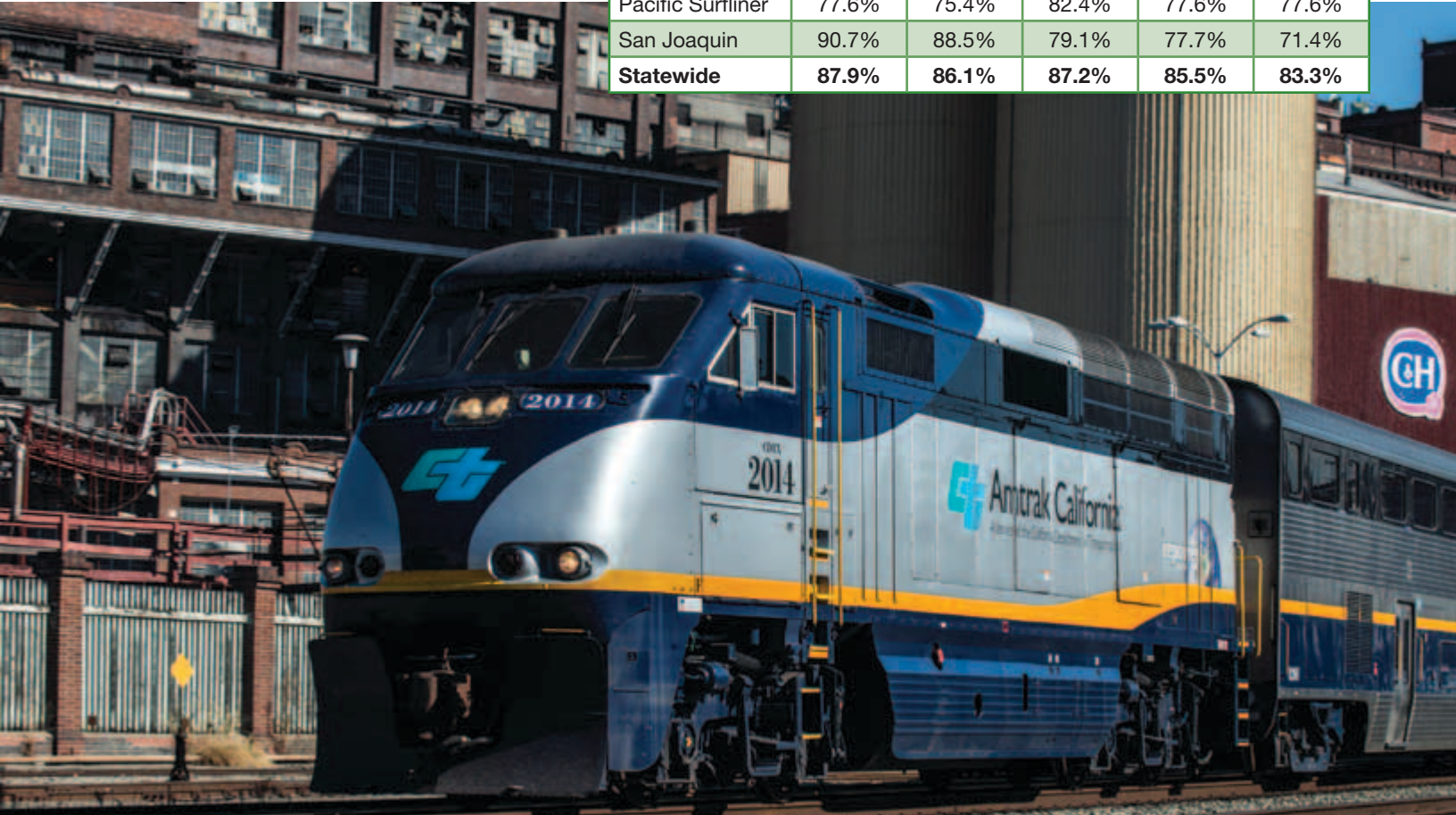
- Usage: Measured by passenger miles and ridership.
- Cost Efficiency: Measured by farebox recovery and total operating cost per passenger mile.
- Service Quality: Measured by endpoint on-time performance (see table, below), all-station on-time performance and operator responsible delays per 10,000 train miles.

These Uniform Performance Standards serve as a tool to evaluate JPA management of intercity passenger rail service. Specific targets have not yet been set for all measures.

This table illustrates Caltrans’ on-time performance for three corridors, with an average on-time performance for all routes at 83.3 percent for fiscal year 2014-15. Targets 90% by 2020.

State-Supported Intercity Passenger Rail On Time Performance					
Routes:	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Capitol Corridor	95.5%	93.8%	94.7%	95.5%	93.2%
Pacific Surfliner	77.6%	75.4%	82.4%	77.6%	77.6%
San Joaquin	90.7%	88.5%	79.1%	77.7%	71.4%
Statewide	87.9%	86.1%	87.2%	85.5%	83.3%

Source: Division of Rail
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Previously Reported Data

Performance Measures	Targets		Target Met	Current Period (CY 2013)	Previous Period (CY 2012)	Period Change	Current Period Trend	Desired Trend
Per capita vehicle miles traveled.	Reduce per-capita VMT 3% per year, so that by 2020 it is 15% lower than it was in 2010. (Most current data from calendar year 2013; previous period data from calendar year 2012) <i>See back page for Caltrans Districts Map</i>	District 1	—	-10.63%	-10.57%	-0.06	↓	↓
		District 2	—	-9.76%	-8.97%	-0.79	↓	↓
		District 3	—	-6.88%	-8.04%	1.16	↑	↓
		District 4	—	-8.25%	-5.90%	-2.35	↓	↓
		District 5	—	-10.12%	-10.22%	0.10	↑	↓
		District 6	—	-7.34%	-9.84%	2.50	↑	↓
		District 7	—	-8.42%	-8.25%	-0.17	↓	↓
		District 8	—	-9.11%	-8.96%	-0.15	↓	↓
		District 9	—	-13.72%	-11.50%	-2.22	↓	↓
		District 10	—	-8.37%	-7.91%	-0.46	↓	↓
		District 11	—	-11.21%	-11.74%	0.53	↑	↓
		District 12	—	-10.15%	-10.53%	0.38	↑	↓
Caltrans' contracts and procurements awarded to small businesses	Award 25% annually		✓	28.4% (FY2014-15)	28.24% (FY2013-14)	0.16	↑	↑
Caltrans' contracts and procurements awarded to disabled veteran business enterprises	Award 5% annually		—	3.83% (FY2014-15)	3.79% (FY2013-14)	0.04	↑	↑

The performance measures above have not changed since their display in the 2015 Third Quarter issue. They are printed here due to space limitations.